TWENTY-ONE
PLANS,
WITH
EXPLANATIONS,
OF
DIFFERENT ACTIONS in the WEST-INDIES,
During the late WAR:

By an OFFICER of the ROYAL NAVY,

Who was present.

by Matthews (John?)

CHESTER:
PRINTED BY J. FLETCHER, FOR THE AUTHOR.
MDCCLXXXIV.

44.
6. 6.
51.

DEDICATION.

To the Right Honorable SAMUEL LORD HOOD.

MY LORD,

PERMIT me to expreſs my gratitude to your Lordſhip for the very high honor you have confered upon me in permiting me to dedicate the following PLANS to your Lordſhip, as the only means I have in my power of expreſſing my ſenſe of thoſe abilities your Lordſhip ſo eminently poſſeſſes, and which the world ſo juſtly admires.

I am, my Lord,

With the greateſt reſpect,

Your Lordſhip's moſt obedient,

And obliged humble ſervant,

JOHN MATTHEWS.

To the PUBLIC.

As nothing has hitherto appeared to elucidate the brilliant actions of the Britiſh Navy in the Weſt-Indies, during the late war, I hope the Public in general, and the Officers of the Navy in particular, will accept of theſe my firſt eſſays with that candour with which they were deſigned.

A deſire to improve myſelf in the duties of my profeſſion, firſt induced me to delineate the ſeveral actions; and my ſituation enabled me to do this, I hope, with ſome degree of preciſion, as the deſigns were approved of by many very reſpectable officers, who had, as well as myſelf, a ſhare in them.

I am conſcious that to perſons placed in different ſituations, the ſame objects will appear in very different points of view; and even when ſeen from the ſame ſituation, would, unleſs caught by every eye at the ſame inſtant of time, be differently repreſented, and for this obvious reaſon, that ſhips are conſtantly altering their poſition. I can only add, that they are truly repreſented as they appeared to me; and I truſt the Explanation attending each Plan, will be found ſufficient to convey a clear idea of the relative poſitions of the Britiſh and French fleets.

To profeſſional people it muſt be unneceſſary, but to others not converſant in ſea affairs it may not be improper, to inform them, that Plans of the preſent kind give a more comprehenſive idea of Sea Fights, than Perſpective Drawings poſſibly can do, and are particularly neceſſary in illuſtrating the Hiſtory of the Naval War.

To render them as intelligible as poſſible, the diviſions of the Britiſh fleet are coloured, the red and blue diviſions with thoſe colours, and the white diviſion diſtinguiſhed by a red croſs: a Line of Battle is given with the Explanation of each Set of Plans; and where neceſſary and practicable, the ſhips are numbered on the Plans, agreeably to their ſtation in the line of battle.

Explanation of the PLANS of the ACTION off GRENADA, on the ſixth of July, 1779, between the Engliſh Fleet of twenty-one ſail of the line, under the command of the Hon. John Byron, Vice Admiral of the Blue, and the French Fleet of twenty-eight ſail of the line, commanded by the Compte de Eſtaing.

HERE, as well as in my explanations of the other Plans, it will be neceſſary (in order to give a clear idea of them) to mention a few circumſtances which occurred both before and after the Actions treated of.

Early on the morning of the firſt of July, the Britiſh fleet anchored in Gros Iſlet Bay, St. Lucia (after eſcorting the trade for Europe clear of the iſlands) when the Admiral received intelligence that the iſland of St. Vincent was taken by a ſmall force from Martinico; orders were immediately given for the embarkation of the troops, artillery, &c. neceſſary for the retaking of it, which was perform'd with ſuch expedition, that by two o'clock on the third, the whole fleet put to ſea: During the night a ſtrong lee current had driven us conſiderably to leeward, but in the courſe of the next day (the fourth) all the fleet got cloſe in with the iſland. Early on the morning of the fifth, a ſchooner from Grenada brought intelligence of that Iſland being attacked by a ſquadron of ten, or twelve ſail of the line; the fleet immediately made ſail for Grenada. Rear Admiral Rowley, with the Vigilant, and Monmouth, being left with the tranſports. About four

o'clock on the morning of the ſixth, we were diſcovered by ſome of the enemy's frigates, which immediately gave the alarm, and at day-light we ſaw (to our great ſurprize) the whole of the enemy's fleet in St. George's Bay, all of them with their top-ſail yards aloft, and ſeveral under way, ſtanding to the northward, as repreſented by the firſt Plan. The French colours were perceived flying upon the citadel, and the different forts along ſhore, which too plainly convinced us the iſland was already in their poſſeſſion. The ſignal for a general chace towards them was immediately made, and the Suffolk and Vigilant called in, at ſix the ſignal was made to engage as they got up; the enemy at the ſame time ſtanding out of the Bay, ſeemingly in great confuſion, and endeavouring to draw into a line a-head, as repreſented by plan the ſecond.

About twenty minutes paſt ſeven, they began to fire with great fury upon our headmoſt ſhips, which was returned with equal warmth as they got up; by eight, the Britiſh van had paſſed the rear of the enemy, and immediately veered after them, as repreſented by the third plan, raking them with ſuch effect, that two of the enemy's line of battle ſhips bore away before the wind. The rear continued cloſely engaged with the enemy till about half paſt eight, the whole having then paſſed, the ſignal was made to veer and chace to the N. W. and for ſeven of the headmoſt ſhips to draw into a line. In this attack the Cornwall, Grafton, and Lion were much diſabled, particularly the latter. At nine the ſignal was made to engage as cloſe as poſſible.

The Monmouth had now left the tranſports, and in the moſt gallant manner bore down upon the enemy's van, where ſhe continued very warmly engaged till ten, when the ſignal being made for the Britiſh fleet to form

in

in a line a-head, ſhe became the leading ſhip. At half paſt ten, the fleet were formed in order of battle, except the diſabled ſhips, and the van in cloſe action with the enemy's van, as repreſented by the fourth Plan, but their rear always bore up when within random ſhot. The van of both fleets continued cloſely engaged till near one, when the French van bore away and crowded ſail. The firing ſoon after ceaſed on both ſides. The Cornwall, Grafton, and Lion were at this time a conſiderable diſtance a-ſtern, and ſtanding for the fleet. Twenty minutes paſt two, the enemy veered and ſtood to the ſouthward, ſeemingly intending to cut off the three diſabled ſhips, to prevent which, the Britiſh fleet tacked ſoon after, except the Monmouth, which was ſo much diſabled ſhe could neither tack nor veer. At this time the Lion was nearly a-head of the French fleet, and not being able to weather them, as ſhe had loſt her mizen maſt, main topmaſt, and her rudder diſabled, bore away before the wind, and notwithſtanding their ſuperiority, was not purſued; about three, the Cornwall and Grafton had juſt weathered the enemy's leading ſhip, (though many of their van could have weathered them) and ſuſtained a very heavy fire as they paſſed along their line, as repreſented by the fifth Plan, which they nobly returned. About four the Grafton and Cornwall being without reach of the enemy's ſhot, the ſignal for action was hauled down, and the French fleet carrying a preſſed ſail to the ſouthward, ſeemingly intending to regain their former anchorage; in this unequal conteſt, many of our ſhips ſuffered conſiderably, and loſt a number of men; but I make no doubt from their declining to continue the action, their loſs was much greater.

LINE OF BATTLE on the 6th of JULY, 1779.

VAN DIVISION.

	Ships.	Guns.	Commanders.
1	Suffolk	74	Rear Adm. Rowley Captain Chriſtian
2	Boyne	70	Sawyer
3	Royal Oak	74	Fitzherbert
4	Prince of Wales	74	Vice Adm. Barrington Captain Hill
5	Magnificent	74	Elphinſton
6	Trident	64	Molloy
7	Medway	60	W. Affleck

CENTER DIVISION.

8	Fame	74	Boutchart
9	Nonſuch	64	Griffith
10	Sultan	74	Gardner
11	Princeſs Royal	90	Vice Adm. Byron Captain Blair
12	Albion	74	Bowyer
13	Stirling Caſtle	64	Carkett
14	Elizabeth	74	Truſcott

REAR DIVISION.

15	Yarmouth	64	Bateman
16	Lion	64	Hon. Wm. Cornwallis
17	Vigilant	64	Sir Digby Dent
18	Conqueror	74	Rear Adm. Parker Captain Harmood
19	Cornwall	74	Edwards
20	Monmouth	64	Fanſhaw
21	Grafton	74	Collingwood

Reference

AA { The French Fleet getting under way from St. George's Bay.

b b. Enemy's Frigates.

PLAN

of the Action off Grenada

on the 6th of July 1779.

1st POSITION

at 5 A.M

The Arrow Shows the direction of the Wind.

Reference

F { The British Fleet going down to attack the French at Anchor in St. George's Bay.

g Frigate.

J. Matthews Delin

J. Hunter Sculp.

ISLE of GRENADA

Carenage

Pte de la Citerne

S.t GEORGES BAY

Pte St Louis

A

F

h

g

b

Reference

AA { The French Fleet running out of the Bay and forming their Line

b b French Frigates

g Store Ship

2d POSITION at 45 minutes past 7 A.M.

Reference

FF { The British Fleet in Chace towards the Enemy engaging as they got up.

b Repeating Frigate.

The Number against each Ship denote their Station in the Line.

F. Matthews Delin.

J. Hunter Sculp.

ISLE of GRENADA

Carenage

St. Georges Bay

H

b

F

F

A

A

b

b

b

Reference

AA { The French Fleet standing to the Northward endeavouring to form their Line, their Van and Rear in Action with the British Fleet.

b b French Frigates. _____

3d POSITION at 8 A.M

Reference

FF { The British Fleet in Action, the Van having Veer'd Attacking and Raking the Enemys Rear. H the Monmouth

b Repealing Frigate _____

J. Matthews Delin:

J. Hunter Sculp.

Reference

AA. The French Fleet form'd in Line of Battle their Van only in Action.

b. b. French Fregates

FF. The British Fleet in Line parellel to the Enemy the Van only Engage.

EE. The Lyon, Cornwall, Grafton, and Fame, disabled and Astern.

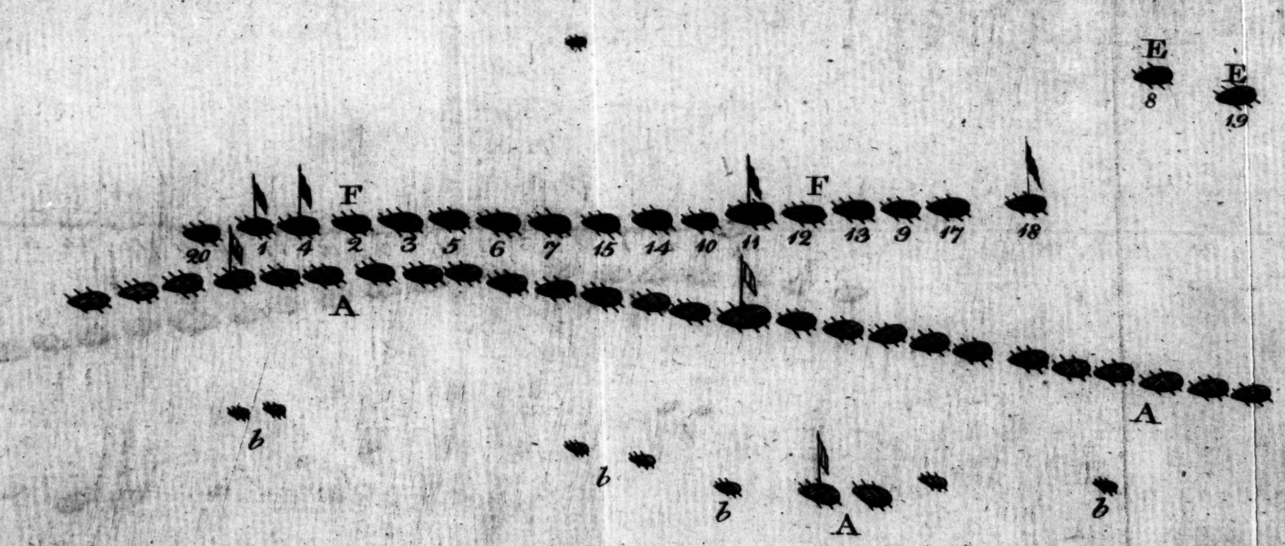
ISLE of GRENADA

La grand Passe

La Coque passe

Le Calivigny

4th POSITION at half past 10 A.M.



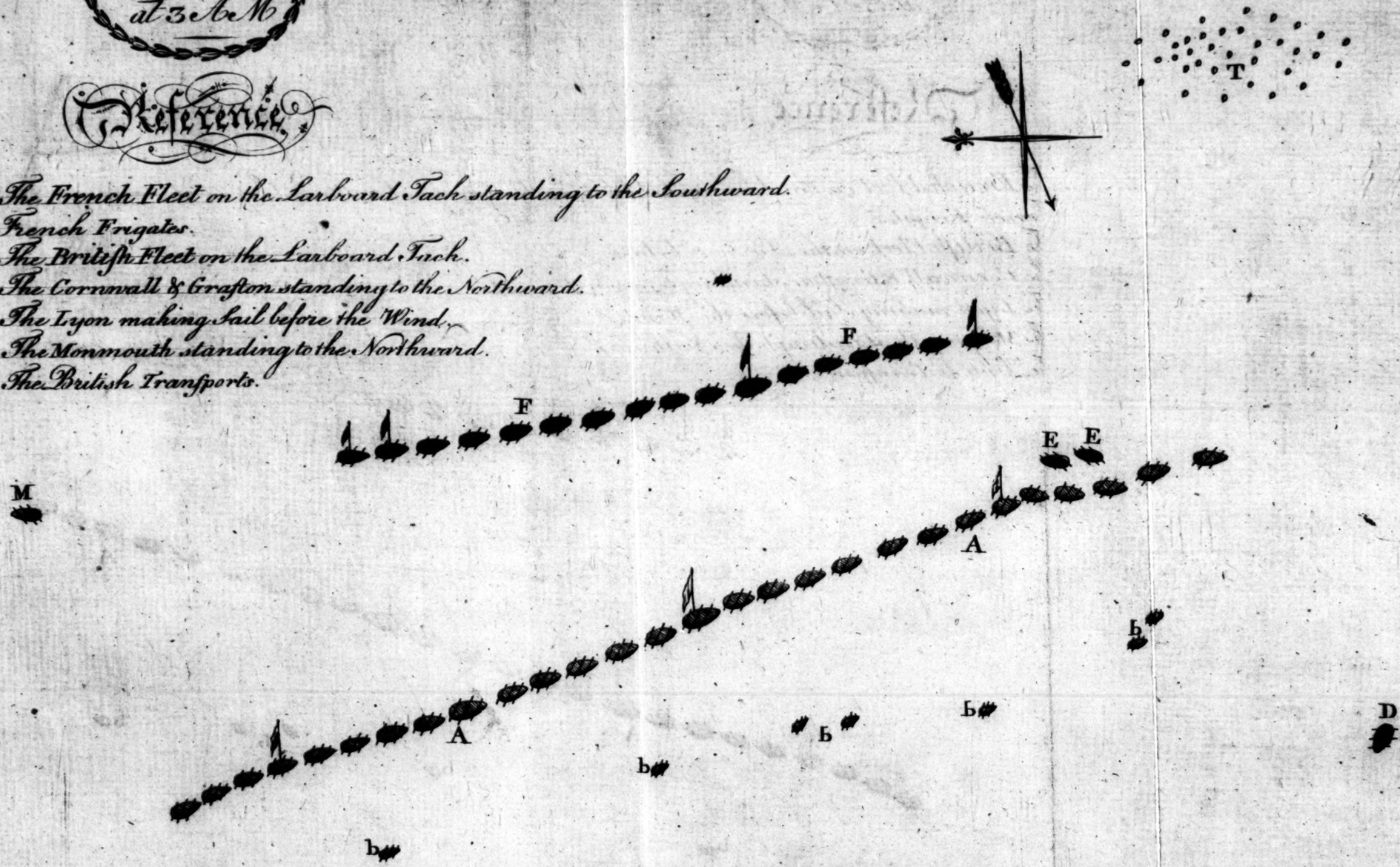
J. Matthews Delin.

J. Hunter Sculp.

5th Position at 3 A.M

Reference.

AA *The French Fleet on the Larboard Tack standing to the Southward.*
bbb *French Frigates.*
FF *The British Fleet on the Larboard Tack.*
EE *The Cornwall & Grafton standing to the Northward.*
D *The Lyon making Sail before the Wind.*
M *The Monmouth standing to the Northward.*
T *The British Transports.*

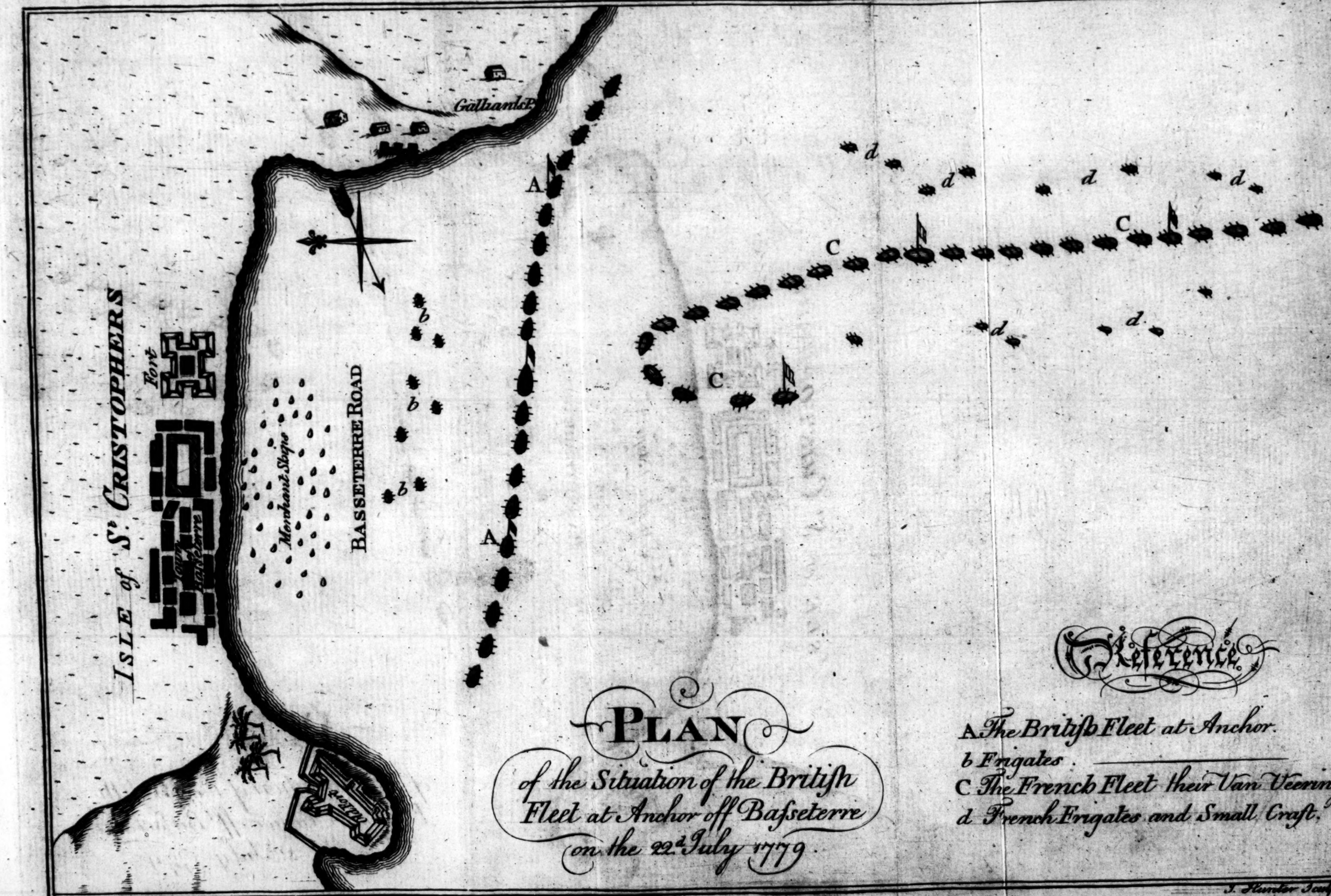


T. Matthews Delin.

T. Hunter Sculp.

Explanation of the PLAN of the Situation of the BRITISH Fleet at Anchor off BASSETERRE, ST. CHRISTOPHER'S, on the 22d of JULY, 1779.

AFTER the action off Grenada on the ſixth inſtant, the fleet had orders to rendezvous at St. Chriſtopher's, where they all arrived by the eighteenth, except the Lion, which went down to Jamaica, and one tranſport, which was taken. On the twentieth, information was received that the French fleet had left Grenada, and were ſuppoſed to be intended for this iſland; the fleet were immediately ordered to be moored for the protection of the Bay, as is ſhewn by the Plan. Early on the morning of the twenty-ſecond, the frigates which had been ſent out to reconnoitre, returned with intelligence of the French fleet being in ſight to windward; and about nine they made their appearance off the Point of Nevis, conſiſting of twenty-ſix ſail of the line, and a number of frigates and ſmall craft, ſtanding in in line of battle. At eleven their headmoſt ſhip was almoſt within random ſhot, when ſhe wore and ſtood to ſea, the reſt veering in ſucceſſion, as repreſented by the Plan. Had they perſevered in their deſign of attack, it is not to be doubted, from the advantageous ſituation of the Britiſh fleet, but that they would have ſuffered greatly. At ſix they were out of ſight, and we ſaw no more of them.



PLAN

of the Situation of the British Fleet at Anchor off Basseterre on the 22d July 1779.

Reference.

A The British Fleet at Anchor.
b Frigates.
C The French Fleet their Van Veering.
d French Frigates and Small Craft.

T. Matthews Delin.

T. Hunter Sculp.

Explanation of the PLANS of the ACTION off MARTINICO, on the 29th of April, 1781, between the Engliſh Fleet of eighteen ſail of the line, under the command of Rear-Admiral Sir Samuel Hood, Baronet, and the French Fleet of twenty-four ſail of the line, commanded by the Compte de Graſſe.

IN the afternoon of the twenty-eighth of April, the frigate which was ſtationed to look out to windward, made the ſignal for diſcovering an enemy of ſuperior force; and in the evening they were perceived off Point Saline, laying to. The Britiſh fleet were kept cloſe up in the Bay all this day; but during the night, light variable winds, and a lee current, had driven them conſiderably to leeward, and ſeparated many of the ſhips, which ſoon after day light, having a breeze, got into their ſtations; at ſeven on the morning of the twenty-ninth, we diſcovered the enemy's fleet, conſiſting of twenty ſail of the line, off the Diamond, coming down in a line abreaſt; on their diſcovering us they brought to, and formed their line on the ſtarboard tack; their rear ſtretching in under the land, to protect their convoy, which was very numerous, and to join the ſhips in the Bay, as repreſented by Plan the firſt: the Britiſh fleet at the ſame time ſtanding to the ſouthward in a line a-head, and the Prince William ſtanding over from St. Lucia to join them—a quarter before ten the ſignal was made to prepare for battle; the enemy had now veered, their headmoſt ſhips advanced into the Bay, and were ſoon joined by four ſhips from thence, their convoy paſſing between them and the land; fifteen minutes paſt ten the Britiſh fleet (in order to near the enemy) tacked together, preſerving the ſame bearings; the

headmoſt ſhips, while on the larboard tack, had found the wind ſoutherly as they opened the Diamond, which conſequently broke them off, and when become the rear, by the fleet tacking, were ſeparated (from the body of the fleet) a little beyond the preſcribed diſtance; this the enemy endeavoured to take the advantage of, and their rear very gallantly bore down and attacked ours (as repreſented by Plan the ſecond) but ſoon after drew off—about forty minutes paſt ten the enemy veered, and formed on the larboard tack, and fifty minutes after ten the Britiſh fleet tacked together, preſerving their line ahead, at one cable's length aſunder; at eleven, the ſignal was made to engage; at this time the van of both fleets were ranged parallel to each other, but their rear outſtretched ours by ſix ſail, and *ſeemed* to meditate a ſerious attack, as repreſented by Plan the third; ſoon after the action began, and by noon the firing became general throughout the line, but the enemy kept ſuch a prudent diſtance in the rear, that very few ſhot took place: about one the Britiſh rear ceaſed firing, as the enemy ſtill kept aloof; and at half paſt one the firing ceaſed intirely. What could be the enemy's motive for declining the action any longer, is hardly conceivable, as their convoy were all ſafe, and their ſhips ſailed full as well as ours, except thoſe that had joined from Fort Royal Bay. The two fleets continued ranged parallel to each other, ſtanding to the ſouthward; and at forty minutes paſt three, the Britiſh fleet brought to, to offer the enemy battle, but, as they ſtill continued to decline it made ſail again at ten minutes paſt four; both fleets continued ſtanding to the ſouthward all night, during which, the Ruſſel left the fleet, having received conſiderable damage in the preceding action.

The fleets continued in ſight of each other till the firſt of May, when the French fleet returned to Martinico, and the Engliſh to Antigua.

LINE

LINE OF BATTLE on the 29th of APRIL, 1781.

RED DIVISION.

	Ships.	*Guns.*	*Commanders.*
1	Alfred	74	Captain Bayne
2	Belliqueux	64	——— Brine
3	Prince William	64	——— Douglas
4	Alcide	74	——— Thompſon
5	Invincible	74	——— Bickerton
6	Monarch	74	——— Reynolds
7	Barfleur	90	Rear Adm. Sir Samuel Hood, Bart. Commander in Chief Captain Knight
8	Terrible	74	——— Ferguſon
9	Princeſſa	70	Sir Thomas Rich, Bart.

BLUE DIVISION.

10	Ajax	74	Captain Symonds
11	Reſolution	74	Lord Robert Manners
12	Montague	74	Captain Houlton
13	Gibraltar	80	Francis Sam. Drake, Rear Adm. of the Blue Captain Knatchbull
14	Centaur	74	——— Nott
15	Ruſſel	74	——— Sutherland
16	Torbay	74	——— Gedoin
17	Intrepid	64	——— Molloy
18	Shrewſbury	74	——— Robinſon

ISLE
of
MARTINIQUE

Cape Diamond

Diamond Rk

FORT ROYAL
BAY

Fort Royal

Figuier Rk

F

G G G

D D D

G

A A A

B

C C C

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

1st
POSITION
at 7 A.M.

Reference

AAA. The British Fleet Standing to the Southward endeavouring to near the Enemy.

B. The Prince William joining the Fleet from St. Lucia.

CCC Repeating Frigates.

Reference

DDD. The French Fleet forming their Line on the Larboard Tack.

E The Ships in Fort Royal Bay

F Part of their Convoy

GGG French Frigates.

1. 2. 3. &c. Denote their Situation in the Line

T. Matthews Delin.

T. Hunter Sculp.

ISLE of MARTINIQUE

Cape Diamond

FORT ROYAL BAY

Fort Royal

Pagerie Pt.

B B B

A A A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

d d

Reference

A.A. The British Fleet Standing to the Northward having Tack'd to near the Enemy

d.d. Repeating Frigates

2d POSITION 15 minutes past 10. A.M.

Reference

B.B. The French Fleet on the same Tack their Van joining the Ships from F. Royal & their Rear attacking ours

c.c. The Ships coming out of F. Royal

e.e.e Their Convay

f.f. French Frigates

T. Matthews Delin.

T. Hunter Sculp.

ISLE
of
MARTINIQUE

Cape Diamond

Diamond Ile

FORT ROYAL
BAY

Fort Royal

Pigeon Ile

D D D

E E E E E E

C C C

A A A A A A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

B B B

Reference.

A.A.A. The British Fleet Standing to the Southward in Action with the Enemy.

B.B.B. Repeating Frigates.

1. 2. 3. &c. The Ships Situation in the Line.

3h
POSITION
at 11 h. M.

Reference.

C.C.C. The French Fleet Standing to the Southward in Action with the British.

D.D.D. French Frigates

E.E.E. Their Convoy passing Between them and the Land.

T. Matthews Delen.

S. Hunter Sculp.

Explanation of the PLANS of the ACTIONS going into, and at anchor off BASSETERRE ROAD, ST. CHRISTOPHER's, on the 25th and 26th of January, 1782, between the Engliſh Fleet of twenty-two ſail of the line, commanded by Rear-Admiral Sir Samuel Hood, Baronet, and the French Fleet of twenty-eight ſail of the line, commanded by the Compte de Graſſe.

THE Britiſh fleet were at anchor in Carliſle Bay, Barbadoes, when intelligence was received that the French fleet, with a number of tranſports, had left Martinico, and were ſtanding to the northward.

On the fourteenth, the Britiſh fleet left Barbadoes; on the fifteenth, they were joined by the Ruſſel; on the twenty-firſt by the Prudent; and in the afternoon of that day they anchored in St. John's Road, Antigua; here advice was received, that St. Kitt's had been attacked, that the iſland had capitulated, except the garriſon on Brimſtone Hill; and that the French fleet of twenty-nine ſail of the line, were at anchor off Baſſeterre Road.

On the twenty-third the troops were embarked on board the Frigates, and in the afternoon the fleet left St. John's Road, carrying ſuch ſail all night as to be off the Point of Nevis at day light, and two frigates were diſpatched to reconnoitre—At day light on the twenty-fourth it was found that the Alfred had run foul of the Nymph, and that both ſhips were materially injured. This unfortunate accident obliged the fleet to bring to, and the whole day was ſpent in repairing their damages; the Alfred which was to lead on the ſtarboard tack changed

ſtations

ſtations with the St. Albans. In the afternoon we diſcovered the enemy's fleet under weigh, off Baſſeterre, and their frigates came out to reconnoitre. At day light, on the twenty-fifth, the enemy were to leeward on the larboard tack, ſtanding to the ſouthward in a line a-head; ſoon after the ſignal was made for the Britiſh fleet to form the line a-head on the ſtarboard tack—Variety of ſignals was occaſionally made, and at half paſt nine the fleet brought to. At half paſt ten, the enemy tacked in ſucceſſion, keeping cloſe to the wind, with a view to cut off our rear, as repreſented by Plan the firſt.

At two o'clock the ſignal was made to prepare to anchor; twenty-five minutes paſt two the enemy's van ſhip was nearly oppoſite our center, and within random ſhot; their center and rear thronging to attack our rear, and they immediately began firing. About three o'clock the leading ſhip anchored off Salt Pond Bay, the reſt of the fleet anchoring in ſucceſſion, the enemy veering as the Britiſh ſhips anchored, as repreſented by Plan the ſecond. The rear were ſtill very warmly engaged, but not with that ſpirit as might have been expected from their great ſuperiority in number and ſituation. At ſix, the firing ceaſed on both ſides, the Britiſh fleet having all anchored, and the French fleet ſtanding to the ſouthward,

This bold manœuvre, equally mortifying as aſtoniſhing to the enemy, was as happily executed as conceived, except in the loſs of the Solebay frigate, repeater to the rear diviſion, which got a ground off the Point of Nevis, and in that ſituation was attacked by two frigates and a ſhip of the line—finding no probability of getting her off, the people were landed on Nevis, and the ſhip being ſet on fire ſoon blew up. During the night, ſeveral ſhips altered their poſition, as it was

expected

expected the enemy would attack us next morning. At day light, on the twenty-ſixth, the enemy were off Nevis Point, forming their line; at eight they ſtood in for us. In the mean time ſeveral of the rear ſhips got under weigh to alter their ſituation; ſixteen minutes paſt nine they began the attack on our van, and continued it along the line, veering after they had paſſed the ſternmoſt ſhip, and ſtanding to the ſouthward, as repreſented by Plan the third—twenty minutes paſt eleven the firing ceaſed on both ſides, the enemy ſtanding to the ſouthward in a line a-head.

At one o'clock they tacked and ſtood towards us, and at fifty-three minutes paſt two they began to fire on our center, going on to the rear and veering in ſucceſſion as before. This ſecond attack was indeed very faint not more than half their fleet being engaged, and the firing ceaſed at four o'clock. On the thirtieth, at half paſt nine in the morning, the enemy ſtood towards us, ſeemingly meditating another attack, but whatever might have been their intention, very few came within gun ſhot; they continued off Nevis till the ſeventh of February, when they again ſtood for us in line of battle, but no ſhot was fired; —on the twelfth, the enemy paraded to leeward of us in line of battle, conſiſting of thirty-one ſail of the line. On the morning of the thirteenth, they anchored off Nevis, and amounted to thirty-three ſail of the line. On the fourteenth, a flag of truce came off from Baſſeterre with the diſagreeable and unexpected intelligence of Brimſtone-hill having ſurrendered. This event determined the Admiral to remove, and the fleet received orders to ſlip at an appointed time; this excellent and unprecedented retreat was happily executed, unperceived by the enemy, though the two fleets were anchored within four or five miles of each other, and at day light we were entirely out of ſight of them.

Lines of Battle on the 25th of January, 1782, going into Basseterre.

VAN DIVISION.

Ships.	*Guns.*	*Commanders.*
St. Albans	64	Captain Inglis
Alcide	74	—— C. Thompſon
Intrepid	64	—— Molloy
Torbay	74	—— Gedoin
Princeſſa	70	Rear Adm F. Sam. Drake, Captain Knatchbull
Prince George	96	—— Williams
Ajax	74	—— Charrington

CENTER DIVISION.

Prince William	64	Captain Wilkinſon
Shrewſbury	74	—— Weſt
Invincible	74	—— Saxton
Barfleur	90	Rear Ad. Sir S. Hood, Bart. Captain Knight
Monarch	74	—— Reynolds
Belliqueux	64	—— Sutherland
Centaur	74	—— Inglefield
Alfred	74	—— Bayne

REAR DIVISION.

Ruſſel	74	Captain Stanhope
Reſolution	74	Lord Robert Manners
Bedford	74	Commodore Affleck, Captain Graves
Canada	74	Hon. Wm. Cornwallis
Prudent	64	Captain Barclay
Montague	74	—— Bowen
America	64	—— S. Thompſon

Line as they lay at anchor off Basseterre, and were attacked, on the 26th of January, 1782.

1 Bedford
2 Ruſſel
3 Montague
4 St. Albans
5 Alcide
6 America
7 Intrepid
8 Torbay
9 Princeſſa
10 Prince George
11 Ajax
12 Prince William
13 Shrewſbury
14 Invincible
15 Barfleur
16 Monarch
17 Centaur
18 Belliqueux
19 Reſolution
20 Prudent
21 Canada
22 Alfred

Isle of NEVIS

1st POSITION at Noon

Reference.

AAA. The British Fleet hauling round the Point of Nevis.

BBB. Repeating Frigates.

CCC. The French Fleet close hauld on the Starboard Tack endeavouring to cut off the Rear.

DDD. Enemys Frigates.

B B B A A B D D D D D C C C

L. Vallance Delin.

Hunter Sculp.

Reference

A { The English Fleet coming in a Line of Battle ahead.

BB { The Center and Rear standing in after them in Line with the Enemy.

c c Frigates.

2d POSITION at ½ past 3 P.M.

D The French Van Veering.

E.E. { Their Center and Rear in close Action with the British Rear.

f f Enemy's Frigates.

St. CHRISTOPHERS

Frigate Bay

Dryers Bay

Salt Pond Bay

Gallinde Pt.

B

A

C

POSITION
on the 26th

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

A

C

C

f

f

Reference

A A — The British Fleet as they lay at Anchor with their Broadsides opposed to the Enemy.

B — The Frigates & small Vessels Anchored in Shore

C C — The French Fleet passing & Engaging the British.

f — French Frigates.

J. Matthews Delin.

J. Hunter Sculp.

Explanation of the PLANS of the ACTIONS off DOMINICO, on the 9th and 12th of April, 1782, between the Engliſh fleet of 36 ſail of the line, under the command of Admiral Sir George Bridges Rodney, Bart. and the French fleet of 33 ſail of the line, commanded by the Compte de Graſſe.

TO prevent the French fleet from gettting out of Martinico undiſcovered, frigates were kept conſtantly off Fort Royal Bay, to give the earlieſt intelligence of their motions, and the Britiſh fleet was held in readineſs to put to ſea at a moment's warning; early on the morning of the 8th of April, the frigates ſtationed off Martinico were perceived ſtanding over for St. Lucia, with the ſignal flying, for the enemy having left Fort Royal. The ſignal was immediately made for the fleet to weigh, and by noon the whole fleet was out of the Bay, carrying all the ſail they could. About half paſt two the headmoſt frigate got ſight of the enemy, and by ſix they were ſeen from the maſthead, the Britiſh fleet continuing the purſuit all night.

At day-light on the morning of the ninth we ſaw the enemy's fleet much ſcattered, two flags with 14 or 15 ſail of the line, in the paſſage between Dominica and the Saints, with a freſh breeze, the remainder with a numerous convoy of tranſports, and Merchant ſhips, becalmed cloſe in ſhore, in and about Prince Rupert's Bay. One of the enemy's line of battle ſhips was becalmed in the offing of the Britiſh van, which were coming faſt up with her, with a light breeze from the S. E. but unfortunately, juſt as they got within gun ſhot, a partial breeze from the oppoſite point of the compaſs favoured her eſcape, as repreſented by Plan the firſt, moſt of the Britiſh center and rear were at the ſame time becalmed. By ſeven part of the van diviſion had got

the

the ſea breeze, and ſtretched on to the northward, forming the line; but the center and rear were ſtill becalmed, and a conſiderable diſtance aſtern; in the mean time ſeveral of the enemy had cleared the iſland, by favour of light airs off the land, and were forming their line on the ſtarboard tack; about half paſt nine, the enemy finding our center, and rear moſtly becalmed and ſeparated, bore down to attack the van. Forty-five minutes paſt nine, the ſignal was made to engage, and three minutes after, the action began with the Alfred, then the headmoſt ſhip, and about the center of the enemy, as repreſented by Plan the ſecond. Soon after the Britiſh van brought to, to prevent a greater ſeparation from the center and rear, and the French engaging under ſail, tacked, when they had paſſed the headmoſt ſhip, and formed again in the rear, as repreſented by the ſecond Plan. In the mean time the Britiſh center had, by favour of a partial breeze from the Northward, got much nearer in ſhore, and about eleven the ſea breeze reached them, when they immediately tacked, and ſtood to the Northward to join the van; and the enemy hauled their wind cloſe, ceaſed firing, and tacked to the Southward to join their rear, and prevent the Britiſh center from getting to windward of them.

About half paſt eleven the enemy veered, and again formed their line on the Starboard tack, and our center brought their rear to diſtant action, which ceaſed at noon, and commenced again in the van in the ſame manner as before, as repreſented by the third Plan. The van continued to be very hotly preſſed till fifteen minutes paſt one, when the French finding the whole of the Britiſh line coming up, hauled their wind cloſe and tacked in ſucceſſion. Before two, the ſignal for action was hauled down, the enemy ſhewing no wiſh to renew it, but carrying all the ſail they poſſibly could to keep to windward, and their

convoy

convoy under eſcort of two fifty gun ſhips, were out of ſight early in the afternoon; the Britiſh fleet kept plying to windward all this day.

On the 10th, the enemy were a conſiderable diſtance to windward, and the Britiſh fleet continuing the purſuit.

At day-light on the eleventh, it was perceived that two of the enemy's line of battle ſhips were diſabled, and conſiderably to leeward of the reſt of their fleet. The Admiral immediately made the ſignal for a general chace, hoping to draw them down, which had the deſired effect. A quarter before five the fleet was called in by ſignal, and formed the order of ſailing; at ſix, the enemy were about three leagues to windward, conſiſting of thirty-one ſail of the line, two ſhips of the line having got into Guadaloupe.

At day-light on the morning of the twelfth, the Britiſh fleet was about five leagues to leeward of Prince Rupert's Bay, with little wind, ſtanding to the ſouthward, in order of ſailing; and the French fleet to windward of the Saints, upon the ſame tack, with a freſh breeze, except one French ſhip which had loſt her foremaſt and bowſprit, and was in tow of a frigate ſtanding in for Guadaloupe. At ſix, four ſhips were ſent in chace of her, which as ſoon as the enemy perceived they bore down to her protection. The ſignal was immediately made for the Britiſh fleet to form the line a-head on the ſtarboard tack, the blue diviſion, being to windward, to lead. The French finding if they perſiſted in their deſign to reſcue their diſabled ſhip, they muſt ſuffer the Britiſh fleet to gain the wind, which they had hitherto ſtudiouſly avoided, gave up the idea, and formed their line on the larboard tack, as repreſented by the firſt Plan. A quarter after ſeven

the

the chacing ſhips were recalled, and about a quarter before eight, the leading ſhip having fetched nearly the enemy's center, began the action on different tacks, as repreſented by Plan the ſecond. At eight, the ſignal was made for cloſe action. While the Britiſh van and center were engaged with the enemy's center and rear on different tacks, with a freſh ſea breeze, having the paſſage open between Dominica and the Saints, the Britiſh rear had very little wind from the Southward; the French van being at the ſame time ſhut in with the land, were broke off, and forced along our rear, and brought to action, which, but for this circumſtance otherwiſe would not have happened. The ſhips which had been in chace not being able to get into their proper ſtations, formed as they got up. A little before ten, the Britiſh van had paſſed the rear of the enemy, whoſe line was ſuppoſed to be broke about this time, as repreſented by the third Plan. A little after twelve, the firing ceaſed entirely, and when the ſmoke cleared away, one of the moſt glorious naval proſpects a Briton ever ſaw preſented itſelf: The body of the French fleet to leeward, many of them much diſabled in their maſts, yards, &c. and the whole in great confuſion, one ſhip being entirely diſmaſted, and in tow of a frigate. The Britiſh center and rear crowding after them with a freſh breeze, except the Duke, Prince George, Agamemnon, and Protheé, which were the only ſhips that appeared materially diſabled. The French van were likewiſe conſiderably diſabled, and with a light breeze from the ſouthward, endeavouring to join their center and rear. The Britiſh van at the ſame time moſtly becalmed, but endeavouring to tack or veer after them, as repreſented by the fourth Plan. Fifteen minutes after twelve they got the breeze, and immediately crouded all the ſail they poſſibly could after the French van, to prevent their junction. About the ſame time the frigate quitted the diſmaſted ſhip, which ſoon after ſtruck,

and

and the Royal Oak's ſignal was made to take poſſeſſion of her. A quarter before three, the Centaur, and ſoon after the Bedford, got along ſide the ſternmoſt ſhip of the enemy's van, which, though very much diſabled, obſtinately reſiſted their joint efforts near twenty minutes before ſhe ſtruck. About three, the enemy were ſteering large, but without any kind of order, carrying all the ſail they could, and endeavouring to join, and the Britiſh fleet in purſuit of them, as repreſented by the fifth Plan. About a quarter before four, the French fleet had joined, carrying all the ſail they could to get off; ſoon after the Britiſh fleet veered after them. About ten minutes after four, the Canada and Alcide got up with one of the enemy, which ſoon ſtruck, and the latter's ſignal was made to take poſſeſſion, the Canada going on to the Ville de Paris, and engaging her. A little before ſix another of the enemy ſtruck to the Belliqueux, and ſoon after ſix, the Barfleur got up with the Ville de Paris, which ſoon ſurrendered. Night coming on put an end to the conqueſts of this glorious and ever memorable day.

LINE of BATTLE on the 9th and 12th of April, 1782.

VAN or RED DIVISION.

	Ships.	Guns.	Commanders.
1	Royal Oak	74	Captain Bornett
2	Alfred	74	—— Bayne
3	Montague	74	—— Bowen
4	Yarmouth	64	—— Parry
5	Valiant	74	—— Goodall
6	Barfleur	90	Rear Admiral Sir Samuel Hood, Bart. Captain Knight
7	Monarch	74	—— Reynolds
8	Warrior	74	Sir James Wallace
9	Belliqueux	64	Captain Sutherland
10	Centaur	74	—— Inglefield
11	Magnificent	74	—— J. Linzee
12	Prince William	64	—— Wilkinson

CENTER or WHITE DIVISION.

13	Bedford	74	Commodore Edmund Affleck Captain Graves
14	Ajax	74	—— Charrington
15	Repulse	64	—— Dumaresq
16	Canada	74	Hon. Wm. Cornwallis
17	St. Albans	64	Captain Inglis
18	Namur	90	—— Fanshaw
19	Formidable	90	Sir George Bridges Rodney, Bart. Admiral of the White, and Com. in Chief Sir Charles Douglas, Bart. first Captain Rt. Hon. Ld. Cranston, second ditto
20	Duke	90	Captain Gardner
21	Agamemnon	64	—— Caldwell
22	Resolution	74	Lord Robert Manners
23	Prothée	64	Captain Buckner
24	Hercules	74	—— Savage
25	America	64	—— S. Thompson

REAR or BLUE DIVISION.

26	Ruffel	74	Captain Saumarez
27	Fame	74	—— Barbor
28	Anson	64	—— Blair
29	Torbay	74	—— Gedoin
30	Princeſſa	70	Rear Admiral F. Samuel Drake Captain Knatchbull
31	Prince George	90	—— Williams
32	Conqueror	74	—— Balfour
33	Nonſuch	64	—— Truſcott
34	Alcide	74	—— C. Thompſon
35	Arrogant	74	—— Corniſh
36	Marlborough	74	—— Penny

NAMES of the FRENCH SHIPS on the 9th and 12th of April.

Ships.	Guns.
Le Souverain	74
Le Hercule	74
L' Auguſte	80
Le Northumberland	74
Le Conquerant	74
Le Duc de Burgogne	84
Le Marſeillais	74
Le Hector *	74
Le Magnanime	74
Le Cæſar *	74
Le Diademe †	74
Le Glorieux	74
Le Sceptre	74
L' Eveille	64
Le Languedoc	84
La Ville de Paris *	104
Le Couronne	84
Le Reflechie	74
Le Scipion	74
Le Palmier	74
Le Citoyen	74
Le Deſtin	74
Le Dauphine Royal	74
L' Ardent *	64
Le Neptune	80
Le Triumphante	84
Le Magnifique	74
Le Burgogue	74
Le Brave	74
Le Pluton	74
Le Zelee ‡	74
Le Caton §	64
Le Jaſon §	64

The ſhips marked thus * were taken on the 12th; the ſhip marked † ſuppoſed to be ſunk on that day; the ſhip marked ‡ the one that was diſabled the morning of the action, and got into Guadaloupe; and thoſe marked § were diſabled in the action on the 9th, and were in Guadaloupe during the action on the 12th, and were afterwards taken in the Mona Paſſage by Sir Samuel Hood's diviſion.

PLAN
of the
Action on the 9th of April 1782
1st POSITION
at 6 A.M

Reference

A. The French Fleet.
b French Frigates.
.. The Enemys Convoy.
E. { The British Fleet the Center and Rear becalmed.
f Frigates etc.

J. Matthews Delin.

J. Hunter Sculp.

J. Hunter Sculp.

Cape du Capuan

ISLE of DOMINACO

PRINCE RUPERTS BAY

A

B

A

A

B

B

13

E

10 11 12

2 3 4 5 E 6 7 8 9

E

Reference

A Part of the French Fleet in Action.

B The rest becalmed in shore.

E { The British Fleet the Van in close Action with the Enemy, the Center and Rear becalmed.

2d POSITION 45 minutes past 9.

J. Matthews Delin

J. Hunter Sculp.

ISLE of DOMINACO

Cape de Capuan

PRINCE RUPERTS BAY

Les Iles des Saintes

A

B

E

R

3.d POSITION at Noon

Reference

A { Part of the French Fleet in Action with the British Van.

B { Part of ditto in distant Action with the British Center.

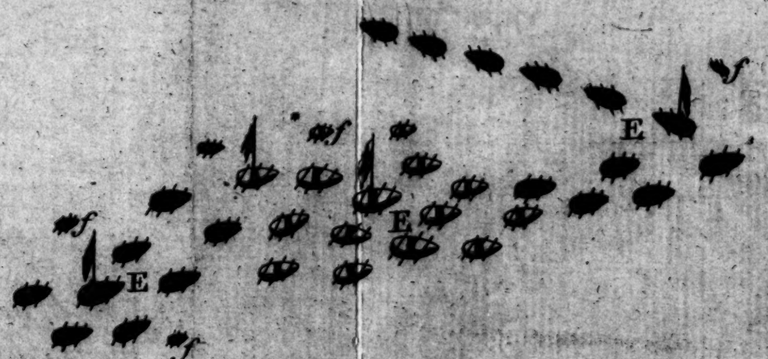
E The British Van and Center in Action.

R The Rear getting the Breeze.

I. Matthews Delen.

I. Hunter Sculp.

PLAN
of the
Action on the 12th of April 1782
&
POSITION
at 6 A.M.



Reference

B — A — The French Fleet forming their Line on the Larboard Tack.

The disabled French Ship.

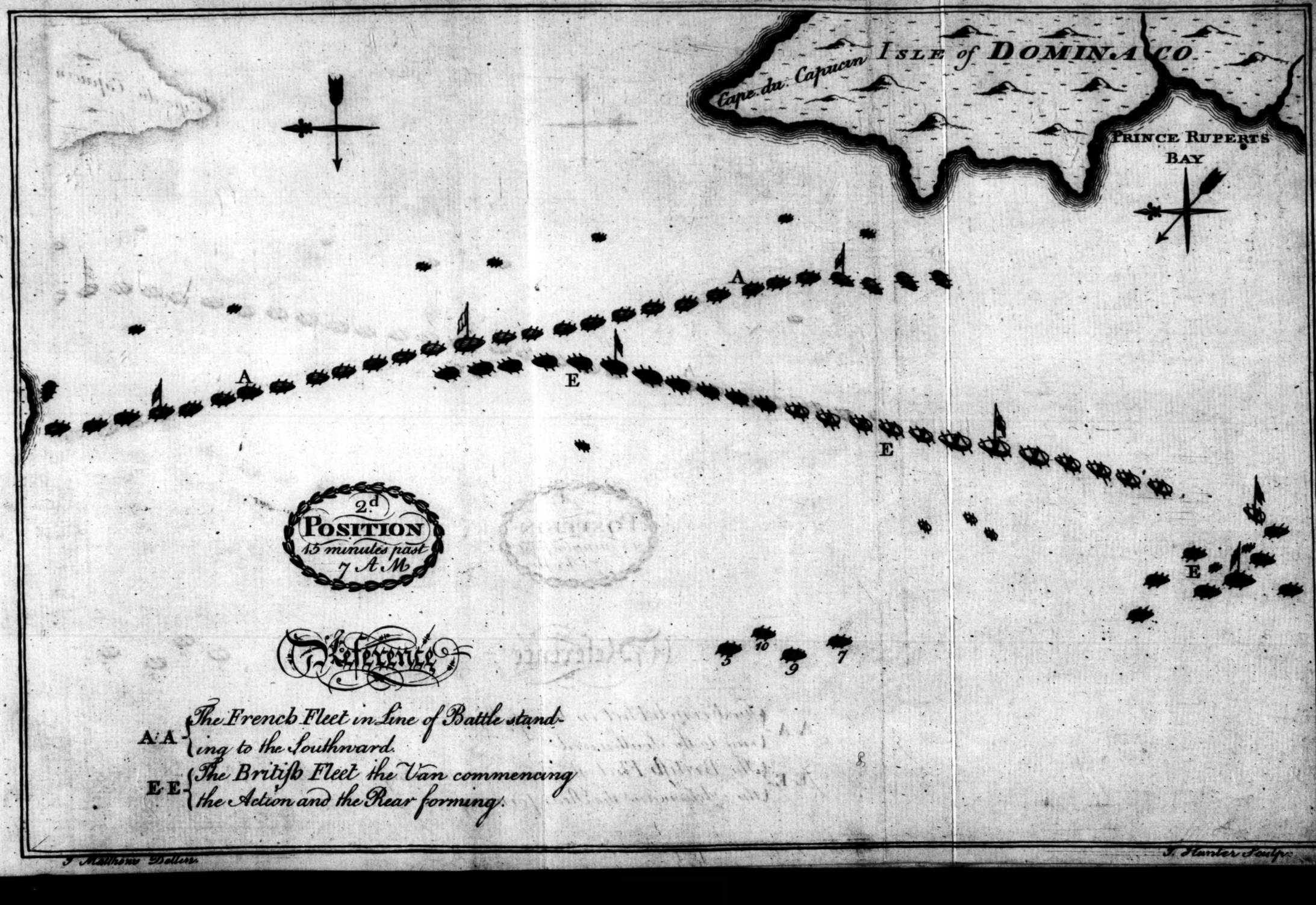
b French Frigates.

E — The British Fleet forming their Line on the Starboard Tack.

f Frigates etc. F The British Ships in Chace.

T. Matthews Delin.

T. Hunter Sculp.



Reference

A A — The French Fleet in Line of Battle standing to the Southward.

E E — The British Fleet the Van commencing the Action and the Rear forming.

T. Matthews Delin.

T. Hunter Sculpr.

3d POSITION at 10 A.M

ISLE of DOMINACO

Cape du Capuan

PRINCE RUPERTS BAY

A

A

A

A

A

E

E

E

E

F

F

Reference

A. The French Fleet their Line broke and running to Leeward.

E. The British Fleet.

F. The disabled Ships.

J. Matthews Delin.

J. Hunter Sculp.

References

A. The French Center and Rear.
B. The French Van.
D. A French Ship dismasted.
E. The English Center and Rear.
H. The English Van.
F. The disabled Ships.

ISLE of DOMINACO

Cape du Capucin

PRINCE RUPERTS BAY

4th POSITION at Noon

J. Hunter Sculp.

J. Matthews Delin.

247

Reference

A { The French Fleet flying before the Wind and endeavouring to join.
E The British Fleet in pursuit.
H { The Royal Oak taking possession of the Glorieux.
F The Centaur taking the Caesar.

Cape du Capucin

ISLE of DOMINICO

PRINCE RUPERTS BAY

5th POSITION at 3 A.M

H

E

E

E

F

A

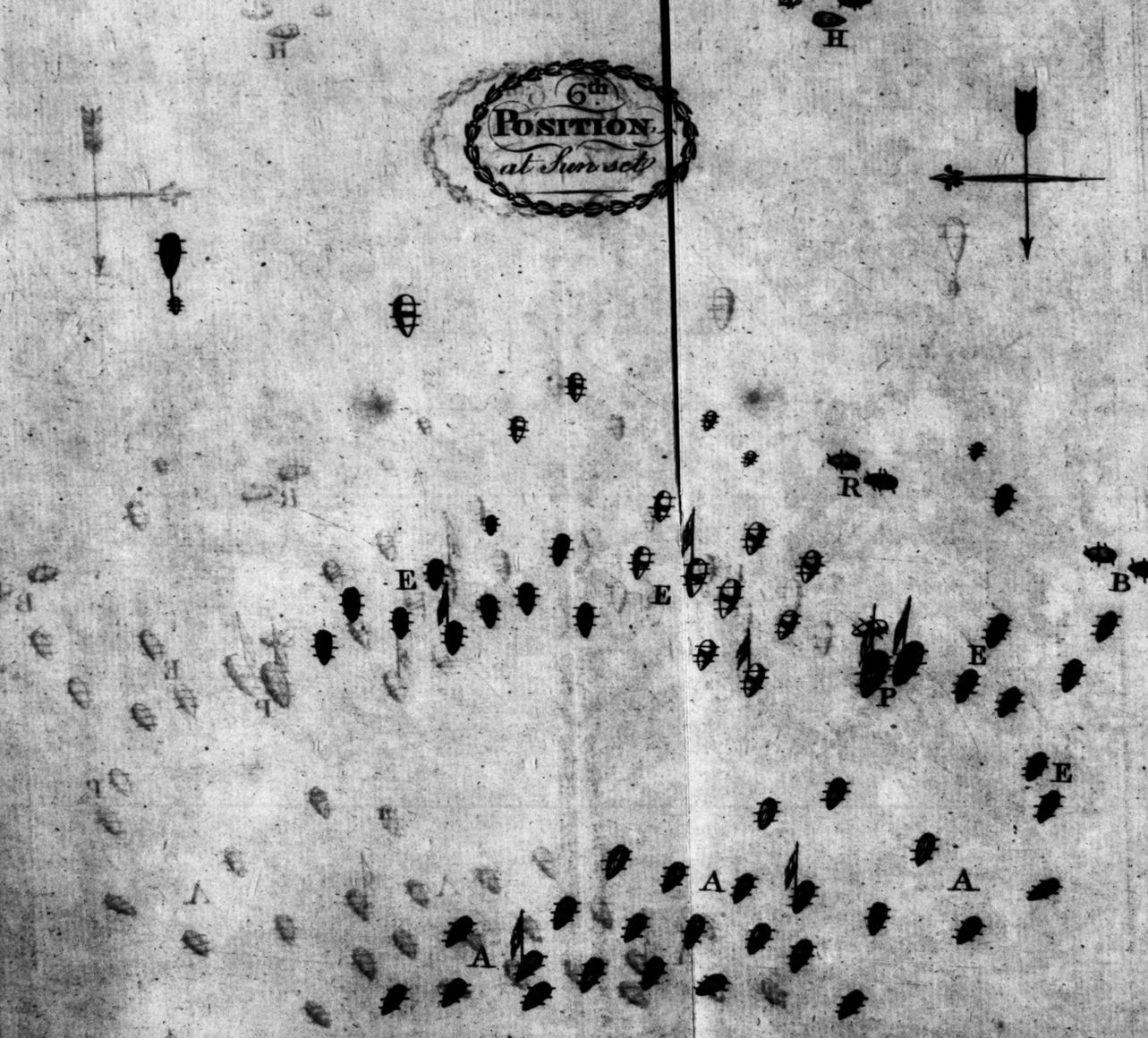
A

J. Matthews Delin

J. Hunter Sculp.

21.18

6th
POSITION
at Sunset



Reference

AA — The French Fleet confused & disabled endeavouring to escape

EE — The British Fleet in pursuit of the flying Enemy.

F — The Centaur laying by the Caesar.

H — The Royal Oak laying by the Glorieux.

R — The Alcide taking poss.n of the Hector.

B — The Belliqueux taking possession of the Ardent.

P — The Ville-de-Paris striking to the Barfleur.

T. Sutherland Delin.

J. Mynde Sculp.

2479.